में भी जो चल रहा है उसमें भी वह सरकार की मदद करे ।

Optimum use of Ring Rail Service in Delhi

*245. DR. LOKESH CHANDRA:†
SHRI T. THANGABALU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the electrified Ring Rail service in Delhi is not being put to full use and several coaches have been diverted to other metropolitan cities;

(b) if so, what are the reasons therefor;

(c) whether any schemes are being drawn up to make fuller use of the service with increased frequency with a view to relieving congestion in the buses in the capital; and

(d) if so, what are the details thereof and when these are likely to be brought into force?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): (a) to (d) A Statement is laid on the Table of the Sabha.

Statement

(a) and (b) The Ring Railway in Delhi has not gained popularity mainly on account of disinclination of the commuters to patronise bi-modal form of transport. The Ring Railway was completed, in the initial stages mainly with a view to deal with the rush of passengers for attending the Asiad Games and a large number of coaches were inducted into this system to cater to the immediate needs. As soon as the Aslad rush was over based on actual patronage on long term basis of the Ring Railway, the required coaches were kept while others were transferred to Calcutta to meet the very heavy over-crowding.

(c) and (d) To make fuller utilisation of the Ring Railway system, a specific Committee had been set up by the Planning Commission—Dalvi Committee—who have made several recommendations. The chief among that being the extension of the Ring Railway to the radial urban aglomerates of Ghaziabad and Palwal. The Railway is vigorously following up on that consonant with the availability of requisite resources in coordination with the Planning Commission and the Ministry of Works & Housing.

DR. LOKESH CHANDRA: Mr. Deputy Chairman, Sir, from the reply given by the Minister, two points are implicit. One is that the disinclination of the commuters to patronise the bimodal form of transport has been responsible for the dwindling usage of the Ring Railway system. He goes on to say that the Ring Railway was completed in the first place for attending the Asiad Games. I do not know why the Minister has omitted to say that the Ring Railway was primarily constructed for easing the tensions on the Delhi bus system. In the Report of the Railway Reforms Committee, Part I, Page 54, para 8.4, it is said that the Ring Railway system was carrying about 9,000 passengers daily prior to electrification. This figure has gone down to 6,000 passengers after electrification. The main reasons are: high fare structure, inadequate arrangements for rail-road transfer; and the absence of direct access to the central business districts. Will the Minister be pleased to inform the House whether he is going to take into account the original motivation for the construction of the Ring Railway in Delhi, and how the original intentions to connect the Ring Railway with the bus system will be effected and further to see that it is connected with the central business districts like the Central Secretariat, besides providing convenient access to intra-urban Delhi corridor? What steps does he contemplate to bring about these three major changes which are substantial for the operation of the Ring Railway?

†The question was actually asked on the floor of the House by Dr. Lokesh Chandra

SHRI A.B.A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, when it was noticed that the Ring Railway is not operating as per expectations, the Planning Commission set up a Committee to examine the reasons for its not becoming popular in Delhi area. The Committee submitted a Report to the Planning Commission in June, 1983. The Committee found that the low occupancy was due to very many factors. The findings were: (a) Inadequate land use base along the ring; (b) inaccessibility of the Ring Stations to the commuters; (c) inadequacy of Delhi Transport Corporation feeder service to the stations; (d) low frequency of EMU services; (e) the fare for those services was higher than that of the Delhi Transport Corporation; (f) DTC had a direct and more convenient service. The above conclusions were acceptable to the Minister of Railways except item (d). The Report of the Committee on the running of electrical multiple unit, that means E.M.U. rail services in Delhi area was considered at a meeting of the Planning Commission on 5-6-1984 by the representatives of the Planning Commission, the Ministry of Works and Housing, Delhi Development Authority, Delhi Transport Corporation, Delhi Administration, the Ministry of Shipping and Transport, and the Ministry of Railways. All these departments met and they arrived at certain findings. Now, their findings were basically, fundamentally on the basis of experience gained, that the Ministry may consider rescheduling adjustment of the frequencies of E.M.U. services, if necessary, by replacing some of the conventional services on the radials Palwal, Ghaziabad, as recommended by the Committee; that the DDA or other appropriate agency may undertake conducting a destination survey in respect of commuters coming from radials Palwal and Ghaziabad to determine the ideal loading points on the ring so as to relieve the heavy congestion at present being felt on Delhi and New Delhi stations. Then, thirdly, it has been said that in the long run, the road-based system alone will not able to cope with Delhi's traffic growt and will need to be supplemented b rail services. Then, fourthly, it ha been said that the railways will com up with concrete proposals based on th recommendations of the committee fo investments required in the long run Fifthy, it has been said that the Min istry of works and Housing in accord ance with the decision taken by th Committee of Secretaries will coordinate the efforts required to be under taken by the different agencies in evolving an integral transport infrastructure in Delhi area. Hence further progress in the implementation of the recommendations of the committee will be monitored by the Ministry of Works and Housing. Now, you know the history of the Ring Railway. The background history of the Delhi Parikrama Rail Sewa has been that this was electrified. I do not think that much thought or planning was done. Now the whole difficulty is this, namely, that when the passenger gets down from the train, he wants quick transportation...

SHRI SURESH KALMADI: Why did you not think of all these things before?

SHRI A. B. A. GHANI KHAN CHOUDHARY: To reach his distination. Now, there are many places where are inaccessible, where the buses cannot reach and then the fare structures are quite high. Now, the Delhi Transport Corporation gives lower fares, the fare structure is low. That is how the people are attracted to that. The people do not like to undertake the journey by train because if they do so then they have to take another bus to reach their distination. The entire planning was wrong. I, as a Railway Minister . . .

SHRI SURESH KALMADI: So much money was spent only for the Asiad. The entire planning was wrong.

SHRI A. B. A. GHANI KHAN CHOUDHURY: I, as a Railway Minshame. *(Interruptions)*.

SHRI SURESH KALMADI: Shame, shame. *(Interruptions)*.

SHRI A.B.A. GHANI KHAN CHOUDHURY: Why are you shouting?

MR. DEPUTY CHAIRMAN: Order please.

SHRI SURESH KALMADI: Money has gone there, money has gone here, money has gone to Malda.

SHRI A.B.A. GHANI KHAN CHOUDHURY: Mr. Deputy Chairman, Sir, it is not correct to say that only for the Asiad we constructed the Ring Railway.

SHRI SURESH KALMADI: You have said it in your reply.

SHRI A.B.A. GHANI KHAN CHOUDHURY: Only criterion was not the Asiad. Kindly try to understand. The only criterion was not the Asiad.

SHRI A.B.A. GHANI KHAN CHOUDHURY: One of the criteria may be Asiad but there are other factors. (*Interruptions*). Now, Sir, from our experience we have gathered that the price structure, the dispersal arrangement, the access to the stations of the Ring Railways, they are all the basic bottlenecks and we have to overcome these bottlenecks. I have read out the findings of several Committees. We are examining the recommendations of the Committees. We will try to materialise those recommendations. If those recommendations can be materialised, if we have the money and if we can make that investment. I think it is bound to be popular.

SHRI SURESH KALMADI: Don't spend more. You should not spend anything on the whole thing.

MR. DEPUTY CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Licences for flour mills in Jammu and Kashmir

*242. SHRI GHULAM RASOOL KAR: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) what is the number of flour mills which have been given licences in Jammu and Kashmir from 1982 to July, 1984;

(b) whether it is a fact that many applications have been received for grant of similar licences and also for production of vanaspati in Kashmir Valley;

(c) if so, what are the names of applications and the locations where they intend to instal such units;

(d) whether it is a fact that every flour mill is being allotted wheat from Government stocks; and

(e) if so, what is the criterion for such allotment?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD): (a) Six units have been given licenses under the Wheat Roller Flour Mills (L&C) Order, 1957, during the period 1982 to July, 1984.

(b) and (c) A number of applications has been received for grant of Industrial Licences under Industrial (Development and Regulation) Act, or Milling Licences under Wheat Roller Flour Mills (L&C) Order, 1957, for establishment of roller flour mills, and for Industrial licences for Vanaspati units, in Kashmir Valley. A statement indicating the names of applicants and locations where they intended to instal such units is laid on the Table of the Sabha.

(d) Yes, Sir.

(e) The allotment of wheat to various States for grinding by roller flour mills is made on month to month basis depending upon the availability of stocks with the Central Pool, requirement of such products in the State and other relevant factors. Our of the quantities allotted to each State, suballotment to individual mills is made by the State Governments in accordance with the guidelines given to them by the Central Government.